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25X1 **SUBJECT** **The Directorate of the Caspian Sea Routes**

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1. The Directorate of the Caspian Sea Routes (KaspMorPut) is subordinate to the Chief Directorate of Maritime Routes (GlasMorPut) of the Ministry of the Merchant Fleet (MinMorFlot - MMF). Its headquarters are located in Baku, No. 5 Dzhaparidze Ulitsa. The chief of the directorate is Minaskult (fnu), Captain, MF, First Class.
2. The area of responsibility of the directorate covers the whole of the Caspian Sea, except the northern part which is under ReydTekhFlot.¹ In its area the directorate must keep the sea routes open and properly marked, dredge the harbors, and maintain all buoys and channel markings which are not actually within the harbors. Maintenance of the markings inside the harbors is the responsibility of the individual ports. The work done by the directorate for the various ports is paid for by the port officials through the banks.
3. The organization of the Directorate of the Caspian Sea Routes is very similar to that of ReydTekhFlot and consists of the following sections:
 - a. The Planning and Economic Section (Plano-ve Proizvodstvennyy Otdel) deals with the financial aspects of the projects to be carried out by the directorate and makes estimates on the relative costs of labor and materials.

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- b. The Dredging Machinery Section (SudoMekhanicheskiy Otdel) is responsible for the proper operation and maintenance of the dredging equipment.
 - g. The Designing Section (Konstruktorskiy Otdel) prepares blue-prints and drawings for repair and maintenance work.
 - d. The Accounting Office performs all the accounting work of the directorate.
 - e. The Finance Section performs routine financial duties.
 - f. The Personnel Section handles routine personnel matters.
 - g. The Administrative Section handles mail, typing, and other routine office matters.
 - h. The Supply Section processes the requests for office supplies and other equipment needed by subordinate units.
 - i. The Mobilization Section handles the records and files of personnel and cooperates in this matter with the offices of the Voenkomat. The special records which are kept of each employee indicate his general qualifications and assignments. They are on file in the offices of the Voenkomat as well as in those of KaspMorPut.
 - j. There is no labor and wages section, no political section, and no classified documents section because all these matters are handled by the Caspian Dry Cargo Steamship Company (KaspFlot) for the Directorate of the Caspian Sea Routes.
4. The three main areas of operation of KaspMorPut are Baku, Makhachkala, and Krasnovodsk-Ufra.
- a. In Baku the work consists mainly of dredging operations in the harbor itself, to maintain the depth close to the piers, and in the Bay of Il'icha, directly south of Baku. This work, done for the Ministry of the Merchant Fleet, requires the services of two dipper dredges. Another project, started before the war, consists in digging a channel between the Islands of Artem and Zhiloy to eliminate the necessity of going around the eastern end of Zhiloy and thus to shorten the route of vessels coming to Baku from the north or leaving in that direction. [redacted] how much progress was made there [redacted] the alluvial deposits filling the channel have caused great difficulties.
 - b. In Makhachkala very extensive dredging was done for the MMF in the harbor itself to maintain the depth of water close to the shore. The primary difficulty met here, by the one fairly large hydraulic dredge used in this port, has been caused by the rocky bottom.
 - c. The third major area of operation is in Krasnovodsk and in nearby Ufra, directly east of it. According to a rumor which was current in 1948, work had been started there to make the harbor accessible to naval vessels because it was to become a naval base. The difficulty met with in this place was caused by accumulations of sulphuric gas contained in the clay bottom. The gas, released by the dredging, strongly affected the workers.

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5. [] the directorate's most extensive project is the Krasnovodsk channel, which has a branch going to Ufra. [] the following details on these channels:

- a. The Krasnovodsk channel is about 25 to 30 miles long, about 15 feet deep, and approximately 160 feet wide. It is open only to tankers up to five thousand gross tons and a loaded tanker of the 10 thousand ton class could not get through. The channel is marked by buoys, spaced two miles apart, half of them lighted. Seventy-five per cent of these lighted buoys have a steady light; the others have a flashing light. There is a buoy equipped with a siren at the place where the two channels meet.
- b. The Ufra channel is eight to 10 miles long, 10 feet deep, and about 80 feet wide. Most of the dredging on this channel was done one or two miles from the shore to allow tankers to get to Ufra, [] even small tankers cannot go beyond the Ufra roadsteads.
- c. Three dredges are used in this area. One modern hydraulic dredge, the Mazandaran, and one dipper dredge are used at Krasnovodsk and one dipper dredge at Ufra.

6. Dredging done at Ufra constitutes the largest volume of earth moved in any one area. [] the total for the directorate amounts to about three million cubic meters annually.

7. During the war the directorate did its greatest amount of work at the Iranian ports of Bandar Shah and, to a lesser extent, at Resht. This work was done for the Navy, and at Bandar Shah consisted mostly in building a natural spit into a more effective breakwater for the harbor. []

Equipment

8. The equipment of the directorate consists of the following:

- a. There are about four or five dipper dredges and two hydraulic dredges. One of the latter, the Mazandara, is an ex-German vessel which was captured by the Soviets at Bandar Shah, where a German firm was doing some contract work for the Iranian government. It is a modern hydraulic dredge with a suction pipe, about 18 inches in diameter, that can be extended two km from the ship. [] The other hydraulic dredge, the Lenkoran, has a lower capacity but is still a very good dredge. []
- b. There are about 10 tugs, all old construction, some with Diesel and others with steam propulsion, which have 200-300 hp.
- c. There are about 20 metal barges with gross tonnages up to 500 tons.
- d. There is one transport ship, the Zakfederatsiya, which is used to carry supplies to the various projects. It has about one thousand tons, compound steam engines, and 750 hp.

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e. The transport ship and the dredges have two-way radios.

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9. The vessels of the directorate are repaired at two yards, the Vana Sturua and the Parizhskaya Kommuna, both at Baku. These yards are under the Chief Directorate of Industrial Enterprises (GlavMorProm) of the MMF.

10. The directorate employs a total of about one thousand people, of whom about 40 are engineers. Many of these do not have regular diplomas but are merely technicians with considerable practical experience in a narrow field of engineering.

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